

JUNIOR MEMBER COUNTY DELEGATION HAD BUSY TIME

C. A. Lockwood Member of Three Important Committees in House During Session.

Was Chiefly Interested in Game and Automobile Legislation—Many Hearings Held.

C. A. Lockwood serving his first term as representative from Douglas county to the state legislature, stepped into a busy time in connection with the session just closed. Mr. Lockwood drew some very important committee appointments, being a member of the committee on automobiles and roads, game and agriculture, these three committees carrying some of the heaviest work of the legislature.

The committee on automobiles and roads was kept exceptionally busy, as some of the legislature's outstanding work centered around automobile license fees, and changes in the automobile regulations.

The house committee on automobiles and roads met jointly with the committee on roads and highways, and the house and senate committees also joined in numerous meetings and hearings. Mr. Lockwood states:

"The automobile legislation was considered very seriously," he said, "and the committees took no action until after every angle had been carefully discussed. House Bill 288 was presented by the Kildie committee as a matter left over from the preceding session, providing for a reduction in license fees and an increase of one cent in gasoline tax. After we began to consider that proposition, we found there had to be some readjustment of license and fees in connection with bus lines, freight trucks, contract hauliers and commercial carriers, making it necessary to hold a number of public hearings where representatives of the stage and truck interests could be present. Many night meetings were held, as we wanted to be fair and give everyone an opportunity to be heard.

"I consider the automobile legislation, together with the work done in connection with taxes, as the most important of the achievements of the 26th session.

Farmers Get Special Rate

"To my mind one of the important measures in this connection was the law providing seasonal licenses on farm trucks. Under the present law a farmer must pay a full year's license on a truck, even though he uses it only a few months. Many farmers need a truck only during the harvest season and it works a hardship on them to have to pay a full year's license on the vehicle and then secure only a short time use of the truck. Under the new arrangement he will be able to secure a seasonal license, which is only slightly higher than the regular fee, and can operate his truck during the harvest season and pay in proportion to the time the vehicle is in use.

"Game legislation was also important and took a great deal of time. Personally I was quite interested in these activities and, as president of the Sportsmen's association for the state of Oregon, was called upon to give a great deal of time to the conferences of the committee.

"We succeeded in securing several changes that I believe will be important. The deer season was changed to open on September 15, which, we believe, will prevent any future postponements. The limit was also changed to two black tails, one male deer or one male deer and one black tail in any one

year. No deer smaller than a forked horn is to be killed.

"A measure pertaining strictly to Douglas county was also adopted, changing the boundaries of the white-tail reserve, which is located between the North Umpqua river and the Dixonville road from the Pacific highway to Oak creek. The boundary change sets the south line back 1500 feet from the Dixonville road, so that pheasants may be hunted in that district. This was done at the request of the farmers, who found that the pheasants were becoming a pest in the reserve area. The change does not involve any of the land where the deer are found.

May Shoot Quail

"We also opened the season on quail in Douglas county. It has been found that, due to the protection given the birds they have become smaller in size and experts state that this is due to inbreeding. Because of the lack of anything causing them to scatter they remain in the same coveys year after year and as a result of inbreeding are becoming smaller in size. Hunting will cause them to scatter which will be better for them. The bag limit is 5 birds in any one week.

"The bag limit on ducks was changed from 15 in one day or 20 in one week to 15 in one day or 20 in one week.

"Another change pertaining to fishing, limits anglers to three salmon in any one day. A bill regulating the operation of fish traps, affords protection to trout. Residents will also be required to pay a \$2 angling fee and 215 hunting fee.

"I was greatly interested in the activities pertaining to steelhead fishing in the state. I introduced House Bill 448, which provided for a uniform closed season on steelheads in all rivers of the state except the Columbia. This bill had been passed, but as Rogue river has a closed season longer than the one we proposed, they, naturally, objected to the bill, and so it was withdrawn upon my own motion rather than embarrass the Rogue river sportsmen. The fishing interests admitted the importance of the measure as a means of halting bootlegging of steelheads.

Mr. Lockwood states that the work of the agricultural committee centered largely on legislation regarding the regulation of cooperatives, making it easier for farmers to organize for marketing their products.

While Mr. Lockwood was in his first year as a legislator he accomplished a great deal of very valuable work, and was considered one of the house leaders, particularly in the activities concerning game legislation.

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Houses moved, built and repaired; chimney and building blocks. Cement work of all kinds. F. F. Patterson.

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GRANGE COUNCIL MAKES PLANS FOR COMING PROGRAM

Committeemen Advised to Meet Cannery Head to Arrange for Production of Vegetables.

The Douglas county grange council met at the office of County Agent Leedy yesterday, with the following members representing their various granges: Olive grange, Edw. Kwarta, president, and M. S. Blakely; Melrose grange, H. P. Conn, Mrs. H. P. Conn, Fred A. Goff, Mrs. Fred A. Goff, J. C. Leedy; Drain grange, H. B. Eccleston; Evergreen grange, Mr. and Mrs. Robert McCulloch; Myrtle Creek grange, Roy Alapah; South Deer Creek grange, C. H. Bailey, Mrs. C. H. Bailey.

A program for the next Pomona grange, which will meet at the K. of P. hall in Roseburg March 30, was tentatively worked out as follows:

Singing by the grange. South Deer Creek grange: Piano solo, Miss Isabelle Karcher; violin duo, Miss Helen and Ivan Ibrant; Miss Josephine Cathelin at the piano. Evergreen grange: Recitation, Marie Christanson. Melrose grange: Address, Prof. H. W. Grew. Drain grange: Vocal solo, Mrs. F. P. Ceybrind. Olive grange: Recitation by members. Myrtle Creek grange: "How to Make Canned Fruit," A. W. Caswell.

Rescue grange: Number to be suggested. Riddle grange: Number to be suggested. Address, County Deputy Fred A. Goff.

It was suggested that the agricultural committees of the subordinate granges get in touch with the manager of the local cannery and make arrangements for the production of many varieties of vegetables.

A motion was adopted recommending the Douglas county court to appoint H. O. Thomas of Elkton as a member of the county fair board.

The masters of the subordinate granges were urged to encourage their agricultural committees to help the various cooperative organizations in the county.

A resolution was adopted requesting County Agent Leedy to formulate a sample premium list that such premium lists for the district fairs may be uniform.

The key to the secret work was read by Mrs. Fred A. Goff, district

P. T. A. OF SOUTH DEER CREEK MEETS

The South Deer Creek Parent Teachers' association met Friday evening, March 8, 1929. The local declamatory contest was held during the evening. The winners were: Division 1, Nellie Rose Melton and Wallace Cox; division 2, Roberta McLaughlin and Albert Karcher; division 3, Nadine Pinkerton. The judges were Miss Bertha Lary, seventh and eighth grade teacher of Oakland, Miss Jean Halliday of Benson school and Mrs. Lillian B. Davis. Other guests present were Mrs. Edith S. Ashert, county school superintendent, and daughter, Carol, and Miss Vayona Bates, primary teacher of Kildenover. Refreshments were served at the close of the evening.

KIWANIS CLUB TO VISIT LOOKING GLASS GRANGE FRI.

The Roseburg Kiwanis club is going to Lookingglass Friday night for the first of a series of grange meetings. Each year the local Kiwanis visit the various granges of the county, holding social meetings in which the city men become better acquainted with the residents of the outlying districts. An interesting program has been prepared for the Lookingglass meeting, both the Kiwanians and the grange members contributing to the entertainment. One of the features will be the reading of a column of Lookingglass news taken from the Roseburg Plaindealer of the date of June 2, 1875.

WHAT PUBLIC ASKS IN 1929 MOTOR CAR

For the first twenty years of the automotive industry, the buying public was chiefly concerned with selecting cars that would run. Stress was laid on machinery. Operating efficiency is as important a factor today as it was in 1910, but new ideals of beauty and comfort have been established, and the new standards must be attained by the manufacturer who seeks wide public approval.

Through the extensive dealer organization of the Willys-Overland company, we were quick to sense an insistent public demand for style and beauty; a demand that injected the fashion note into an industry which for many years had virtually ignored fashion. It is an interesting no-trade secret when I say that the management of the company immediately set about acquiring for its engineering staff the one man we considered the

leading stylist of motor cars. Mr. Amos Northrup. His conception of motor car artistry is reflected in the 1929 lines of Whippet—fours and sixes, which already have received nationwide public acclaim, and in the 1929 lines of Willys-Knight, which made their first public appearance at the New York automobile show.

Spaciousness and comfort have mounted in importance from the viewpoint of the buying public as a natural consequence of good roads and motor car reliability. Modern American families think nothing of driving 300 miles a day in the family car, whereas the family of 1900 considered a 25-mile journey in the light of an event. Hence the 1929 automobile must have room for the babies and the baggage, and it must be so replete with easy-riding qualities that long hours may be taken without undue fatigue.

The time has not yet arrived when the motor car buyer can take operating efficiency for granted. Some cars are much better mechanically than others. Careful buyers will select their purchases in any given price only after the closest comparison of the respective mechanical advantages offered by the different manufacturers. Motors, brakes, steering gear, four axles, transmissions, spring suspension, ignition systems, starter and light controls, and other highly essential mechanical features of automobiles are varied. And they are not yet equally satisfactory.

Style, room, riding comfort, and mechanical excellence are the points by which the 1929 motor car is being judged; together with the responsibility of the manufacturer and the size and reputation of the dealer organization behind the product.

Willys-Overland company has endeavored, in its 1929 creations, to give the public what it wants. The response already recorded indicates that our production plans for a vastly augmented output during the forthcoming year are based on an accurate estimate of the motorist's present tastes and desires.

Sturdiness to an unusual degree is characteristic of the new Whippet four and Whippet six chassis which have been completely redesigned, both presenting decided improvements over the former types employed.

These improvements include an increase of three inches each in the

wheelbase, the employment of heavier materials to give increased strength and stability and a new method of attaching the crossmembers to the side rails—a marked advancement over previous practice.

The Whippet four side rail is 4 1/2 x 2 1/2 inches which is much heavier than in its predecessor while the Whippet six shows a side rail 5 1/2 x 2 1/2 inches.

A distinct improvement comes in the method of attaching the crossmembers. In the case of the front member under the radiator a flange is used so that the member is riveted to both the top and bottom horizontal flanges of the side rail. These flanges are carried forward and turned down so that the maximum value is secured from the metal used.

The intermediate crossmembers follow the same construction by virtue of the gussets or reinforcements which are riveted to the lower horizontal flange while the member proper is riveted to the upper horizontal flange.

The same method is carried out in the rear member which is a combined cross member and gasoline tank cover. This member is so formed that it is equally fastened to both the upper and lower flanges.

As a result of this advanced type of construction and the employment of heavy materials, the frame is of unusual rigidity and was adopted only after numerous experiments and road tests by the Willys-Overland engineering department proved its absolute efficiency.

JUSTICE CASHOW ILL

SALEM, Ore., Mar. 12.—On account of the illness of Chief Justice O. P. Cashow the supreme court handed down no opinions today. The chief justice is confined at his home with a severe cold.

Pine Valley Folk Visit—S. W. Shook and daughter, Mrs. J. W. Mills of Halfway, Pine Valley, arrived here yesterday afternoon and after a brief visit left for Myrtle Point for a stay.

Job's Daughters card party at Masonic hall Friday, March 15, at 8 p. m. Admission 50c.

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Annual Sportsmen's Banquet

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Excellent Program Everyone Invited
Make Reservations at Umpqua Hotel Before
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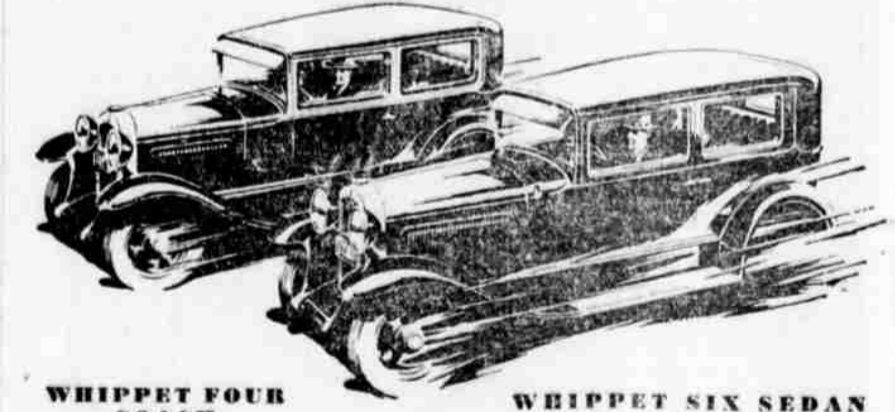
Greater beauty, size and power win thousands of new owners!

It is easy to understand the sweeping popularity and record sales of the new Superior Whippet Fours and Sixes. See and drive either car, and you will know why January and February of this year showed more than 100% sales gain over the corresponding months of 1928.

The style creation of master designers, the new Superior Whippet sets an ultra-modern trend for Fours and light Sixes—with longer bodies, trim lines, higher radiator and hood, chromium plate, and one-piece full crown fenders.

The mechanical triumph of leading engineers, the new Superior Whippet is faster, livelier and more powerful—and especially notable for operating economy and minimum service costs.

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<p>WHIPPET FOUR COACH</p> <p>\$535</p> <p><small>Coupe \$575; Sedan \$605; Roadster \$645; Touring \$715; Commercial Chassis \$765. All Willys-Overland prices F. O. B. Toledo, Ohio, and specifications same subject to change without notice.</small></p>	<p>WHIPPET SIX SEDAN 7-Bearing Crankshaft</p> <p>\$760</p> <p><small>Coupe \$805; Coupe \$845; Coupe with flexible seat \$915; Sport Tourer \$965. Roadster \$915. Including chrome and extras.</small></p>
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